

STRIKE IS SETTLED

Men Return to Work and Train Service Is Resumed at 6 o'clock Last Evening.

TERMS SATISFACTORY TO BOTH SIDES

Great Credit Is Due Business Men's Committee for Their Unflagging Efforts in Bringing About Settlement.

Assistant Superintendent of the Railway Mail Service Drops Into Tonopah for the Purpose of Moving the Mail.

Assistant Grand Chief Wills of the Brotherhood of Locomotive Engineers Is in City to Look Into Matters.

The clang of bells and the shriek of locomotive whistles were heard again in Tonopah last night, after a silence of seven days. Trains were moving, lights were flashing in the depot and yards, the familiar faces of the employees were seen at their posts of duty; the first regular passenger train went out at 11 o'clock—the strike was settled.

The strained relations which had existed between the railroad and their employees had passed into memories. The settlement was effected on the proposition submitted to the men on last Thursday night in answer to their demands. This was the ultimatum of the company, and was agreed to by the employees at the time with the exception of the clause relating to Conductor Cowan. The men demanded the reinstatement of the conductor; the company refused.

This has been the bone of contention, although there have been other matters introduced and disposed of since. Cowan made the way to settlement easier by withdrawing from the fray, and letting the men carry out the settlement on the original lines. With Cowan out of the way, there was nothing for the employees to demand. The way to a final agreement was made the easier by the

good offices of the executive committee of the Board of Trade. They worked like badgers for both sides, and for the welfare of Tonopah. They were at it all day Sunday and all Sunday night, and when the meeting of the committee of employees adjourned early Monday morning, and told them that they did not think they could do any more, they still kept on working.

The committee which had been originally appointed by the citizens' committee, remained active as requested to do by the citizens. This comprised C. H. McIntosh, chairman; J. J. Degan and L. L. Mushett. These were joined by J. J. McQuillan, R. P. Dunlap, Harry Epstine, Roger Stenson, Richard Davis and R. C. Moore.

These gentlemen had the settlement very nearly effected on Sunday night, when the former employees agreed to return to work in their former positions, at their old standing, and to eliminate Cowan from the controversy. The company had first made the proposition that the men go back to work in their former standing, with the exception of Cowan, who must not be considered. In addition, it was stipulated that two others must leave the service, whose resignations would be accepted

Terms of Settlement

The strike was settled upon the following disposition of the demands of the men. The only proposition upon which the men and the company could not agree on last Thursday night, when the ultimatum of the company was given, was the reinstatement of Conductor Cowan. This feature of the controversy was removed by the withdrawal of Cowan from the fight, and the terms were resolved down to the following:

First—That Railroad Forman of Engines Hardy be discharged. Left for investigation by the company and the committee of employees, and if charges against Hardy be sustained, the company to take action.

Second—Relative to the hospital association. Company's proposition accepted.

Third—That Engineer Calvert and Fireman Donald be reinstated. Same action as in Hardy's case.

Fourth—That Conductor W. B. Cowan, who was discharged for refusing to take out the ore train, be reinstated. Refused by the company.

Fifth—That the authority of Chief Dispatcher Cherry be defined. Settled satisfactorily to both sides.

and who would be given clearance cards so as not to interfere with their getting work elsewhere. The men agreed to accept this with the elimination of the stipulation, and the executive committee of the Board of Trade made a trip to the railroad office to bear the message. But they worked until 2 o'clock in the morning and the company would not agree to the proposition.

U. S. Marshal Crimmons and U. S. District Attorney Sam Platt came here Sunday to inquire into the matter of moving the mails. They went from here to Goldfield and were back again yesterday morning.

Yesterday afternoon there arrived from San Francisco, J. S. Roberts, assistant to Superintendent A. H. Stephens of the Railway Mail Service. He had a conference with the men, and told them that the trains had to move with the mail; that the ob-

ject of his visit here was to learn what was delaying the moving of the mails, and that the responsible parties would have to take the consequences.

He did not call upon the railroad officials, and the men assured him that they had refused to move the mails, but had in no wise interfered with their going out.

"I told the men," said Mr. Roberts, last night, "that the mails had to be moved according to schedule; that there should be two mail trains going out each day, and that they had to go out, if it took soldiers to enforce their being moved. After they told me that they had made no attempt to interfere with the service, they informed me that there was a possible settlement under way, so I did not go near the railroad offices."

Acting Governor Dickerson wired

General Manager Hedden's Statement

The strike has been settled satisfactorily to both sides. The men have returned to work, and the incident is closed. I prefer to let it rest at that, and the company has nothing further to say.

J. F. HEDDEN,
Supt. Tonopah and Goldfield Railroad Company.

from the organization. This is as far as we can go, but it is far enough.

"I shall remain here for several days, and will fully investigate the causes which led to the strike, and the action that our men took in it. There is a method of procedure in strikes, and the union that does not observe it goes out of the organization. A strike cannot be called until an investigation has been made and the matter passed up to the local union for its vote. Two things are sufficient cause for discharge by the

(Continued on Page 4.)

Railway Mail Service Official Acts

J. S. Roberts, assistant superintendent of the Railway Mail Service, arrived from San Francisco yesterday, at the instance of his chief, A. H. Stephens, with instructions from him to determine the cause of the delay to the mails, and to act accordingly. He spent an hour in conference with the men, and told them that the mails would have to go out on time, if it required a trainload of soldiers to accomplish the purpose. The men informed him that they had in no wise interfered with the mails, and that there was no danger of their doing so. They had refused to handle the mail, but had informed the company that they had no objection to their doing so.

RAILROADS Were Allies of the STANDARD OIL

[By Associated Press.]
NEW YORK, Oct. 8.—Testimony that railroads purchased their lubricating oils from the Standard Oil Company at prices that were higher than those of its competitors was heard today in the Federal suit for the dissolution of the so-called trust. Phillip Harrison, manager of the New York Lubricating Oil Company, which has engaged in a long strife with the Standard Oil Company, in the lubricating oil industry, was on the witness stand all day and testified that though the products of his company had proven satisfactory to the railroads and were sold at prices under the Standard's figures, the railroads declined to renew their contracts with the New York Lubricating Oil Company. Harrison said he was never openly told by railroad officials why contracts were not entered into again, but had a well-defined idea of the cause.

PASTOR TRIFLED WITH MAN'S WIFE

SEATTLE, Wash., Oct. 7.—A sensation was caused in Seattle church circles today by the filing of a suit against Rev. W. G. Jones, pastor of the Immanuel Baptist church, by Elmer E. Poole, manufacturing jeweler of Boston, who seeks to recover \$25,000 for alleged alienation of his wife's affections. The papers were filed in the superior court today by Frank B. Wiestling, a local attorney.

Jones is one of the leading ministers of the city and ranks as one of its most magnetic pulpits orators. The alienation is alleged to have occurred in 1896 and 1897, when Jones was connected with a Boston church.

RACE IN ATTEMPT TO SAVE LIFE

OMAHA, Oct. 8.—To save the life of the copper mine millionaire, W. J. Ryan, of Butte, Mont., a special Burlington train is tearing across the country from Chicago to Butte with Dr. Frank Billings, a surgeon of Chicago, aboard. The train left Chicago on Sunday at 6:22 p. m., reached Lincoln, Neb., at 6:01 Monday morning, and Seneca, Neb., at 1:08 Monday afternoon. The Burlington officials say there is no intention of trying to beat the records on this run, but they are endeavoring to get the train through in good running time with absolute safety. The condition of Mr. Ryan is alarming and no time is to be lost in a supreme effort of trying to save his life.

MOORISH SULTAN NEEDS MONEY.
PARIS, Oct. 7.—M. Gaillard, the French consul at Fez, thinks it is essential that France should make a

DENVERITES Are in Fear of a Plot TO DYNAMITE

[By Associated Press.]
DENVER, Oct. 8.—A package containing fifty-one sticks of dynamite was found by the police last night in a vacant lot in the rear of Edward Chase's residence, 1402 Race street, this city. Search had been made after Kemp Bigelow, a clerk in a book store, reported that he had overheard two men near the City Park discussing a plot to blow up Chase, Governor Buchtel and a number of other prominent citizens of Denver. A strong guard is being maintained at the home of Chase. He is very wealthy and for many years has been at the head of a syndicate which controls the policy shops and principal gambling houses in this city.

loan to Sultan Abdul Aziz, who he to meet the most urgent necessities fore January 1 will need \$1,000,000 and pay the army and calds.